

TROY & BIRMINGHAM TRANSIT CENTER

Public Transit: Transforming Communities, Growing Economies

"A good transit system can attract development, businesses, tourism, and conventions: it helps connect people to jobs, making the region more economically competitive."
(Source: SEMCOG, SEMscope, Spring 2008)



Transit provides at least \$60 billion in public benefits annually, compared to just under \$31 billion in public investment

To enhance Michiganders' quality of life, Michigan must increase its investment in public transportation

Investments in transit produce 19% more jobs than equivalent investments in new road and bridge projects

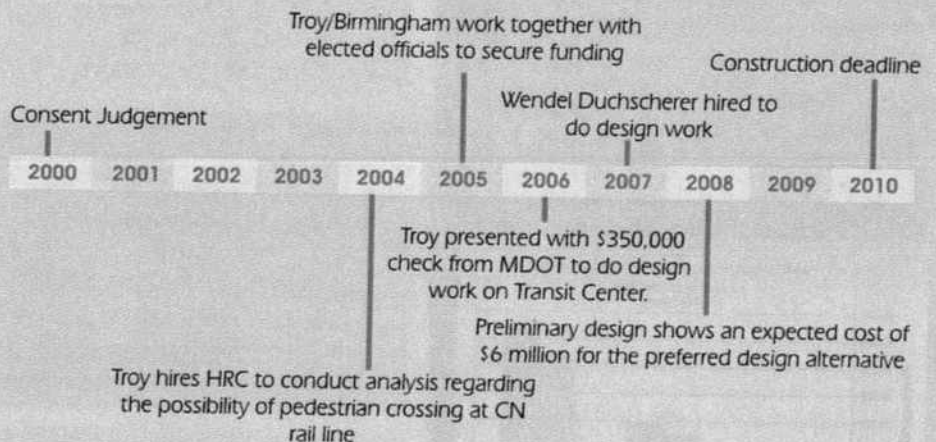
Each \$1 America invests in transit yields approximately \$2 in cost savings

The Transit Center demonstrates a collaborative effort by adjoining municipalities, resulting in reduced costs through shared services

"This is a great example of a public/private partnership that will provide mobility options to local residents. It represents the Governor's commitment to promoting economic growth and improving the quality of life."
State Transportation Director Kirk Steudle

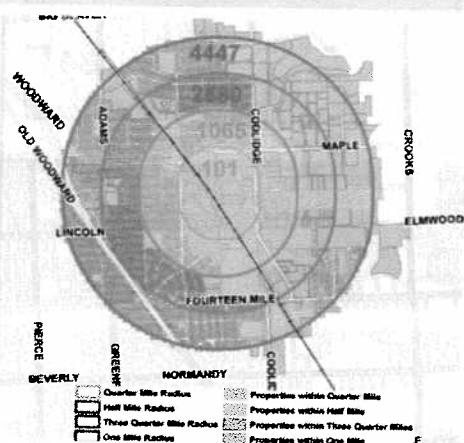
Sharing and Coordinating Services

- Coordinates existing services including:
 - Bus (SMART)
 - Black Sedan
 - Troy Airport
 - Detroit Metro Airport/Aerotropolis
 - Taxi Service
 - Heavy Rail (AMTRAK)
- Ensures future transportation modes (such as light and commuter rail) could be accommodated when or if they are provided



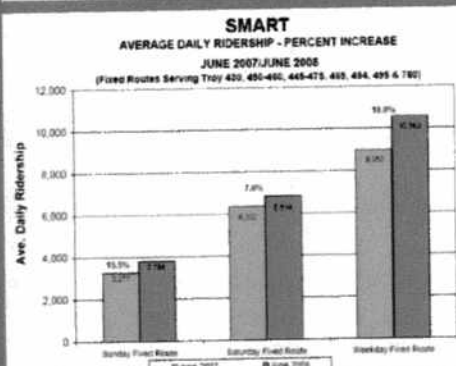
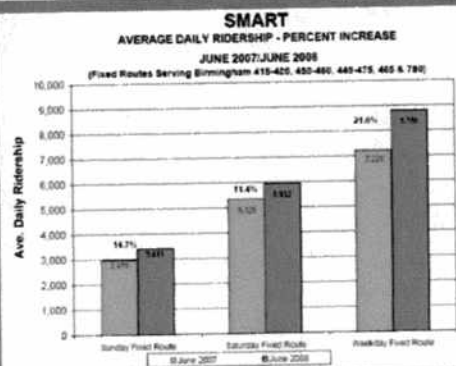
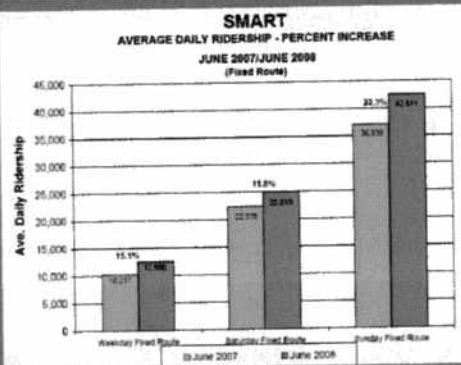
Economic Stimulus

- Southeast Michigan is falling behind other cities throughout the country, decreasing the States' ability to attract and retain business
- 77% of new economy companies rate access to transit as an extremely important factor in selecting corporate locations
- Businesses realize a gain in sales in an amount 3 times as much as the public sector invests in transit (\$6 million investment = \$18 million gain in sales)
- Typical state or local government could realize 4-16% gain in revenues due to the increase in income and employment generated by investment in transit
- Every \$10 million invested in transit = \$15 million saved in transportation costs to both highway and transit uses (decreased operating costs, decreased fuel costs, decreased congestion etc.)
- Studies estimate every \$1 invested in public transit returns \$4-\$9 dollars in economic benefit
- Potential to later link the area to other modes of transit which would spur additional development in the area
- Office occupancy rate in Birmingham is 89% and in less dense suburban areas is closer to 74%
- Proximity to transit centers can increase property values 20-25%
- Increase in residential and commercial property values would enhance tax revenues



A Region Ready for Transit

- A need, to change the way that the region invests in transportation
- Detroit is echoing the trends that are occurring across the nation
- SMART is posting highest ridership since its formation in 1967 with routes along Gratiot and Woodward requiring expanded service to accommodate standing loads
- Resurgence of demand for urban living and the transportation options that accompany this lifestyle
- Demand comes from millennials, creative class, seniors, and empty nesters
- Driven by traffic congestion, skyrocketing gasoline prices, and the increasing desire for green, sustainable lifestyle



For more information contact:
Jana Ecker, City of Birmingham, at (248) 530-1841
or
Brian Murphy, City of Troy, at (248) 524-3330

Transit Center Proponents

- City of Troy, including Planning Commission
- City of Birmingham, including Planning Board
- Birmingham Principal Shopping District
- Oakland County Business Roundtable on Transit
- Public Policy and Economic Development Committee - Birmingham Bloomfield Chamber
- Economic Development Committee - Troy Chamber of Commerce
- Southeast Michigan Council of Governments
- Oakland County Executive, L. Brooks Patterson

- Environmental Protection
- Energy Conservation
- Economic Savings
- Reduced Congestion

- Increased Property Values
- Social Equity
- Land-use Impacts
- Public Health

Energy Security

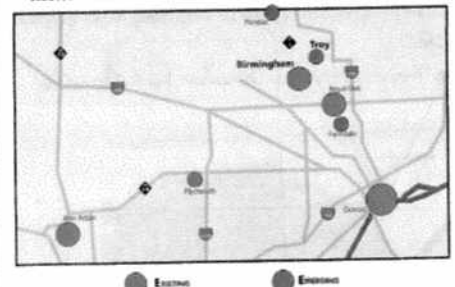
- Public transportation saves 1.4 billion gallons of gasoline per year
- A report from Southern Florida University states that:
 - A bus with as few as seven passengers is more fuel efficient than the average automobile
 - Fuel efficiency of a fully-occupied bus is six times greater than that of the average commuter's automobile, a fully-occupied rail car is fifteen times more efficient than the average commuter's automobile

- Public transit and car pooling that would be accommodated at the Transit Center would reduce congestion and pollution
- 2007 Forbes study indicates that one of the major factors that the world's cleanest cities have in common is an extensive public transportation system
- A car occupied by one person produces on average 2.06 grams/passenger-mile (g/pm) of nitrogen oxides for work trips. A fully occupied transit bus would produce 1.54 g/pm, a fully occupied rail transit system would produce only .47 g/pm for the same distance

Quality of Life

- Reduction in congestion would improve commuting times, thereby improving quality of life
- Encourage more walkable communities/ neighborhoods
- Transit Center is characteristic of the types of investment in our communities that is called for in the State's Cool Cities initiative
- Transit Center would allow for creation of a new node of activity

REGIONAL SERVING WALKABLE PLACES IN SOUTHEAST MICHIGAN



Recent studies demonstrated that conservative estimates suggest there is potential demand for between 18-22 more regional-serving walkable places throughout Southeast Michigan and that the Transit Center would be a natural location for such an area.

Cost of Project

- Estimated cost is \$6 million
- Birmingham has budgeted \$259,000 and Troy has budgeted \$1.2 million